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U.S. Immigration and
Naturalization Service

The Immigration Border
Patrol

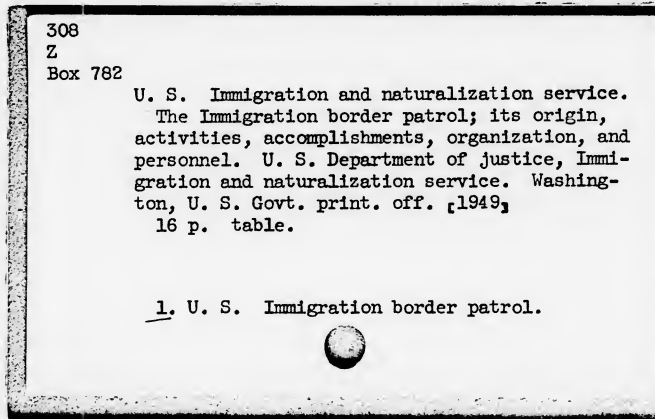
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The IMMIGRATION
BORDER
PATROL

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UNITED STATES
DEPARTMENT OF JUSTICE



The IMMIGRATION BORDER PATROL

Its Origin, Activities, Accomplish-
ments, Organization, and Personnel

U. S. DEPARTMENT OF JUSTICE
Immigration and Naturalization Service

For sale by the Superintendent of Documents, U. S. Government Printing Office
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DEPARTMENT OF JUSTICE

J. HOWARD McGRATH, *Attorney General*

IMMIGRATION AND
NATURALIZATION SERVICE

WATSON B. MILLER, *Commissioner*

PUB

JUN 2 1 1950

THE IMMIGRATION BORDER PATROL

Purpose

The Immigration Border Patrol is a branch of the Immigration and Naturalization Service operating under the United States Department of Justice. Its primary function is to detect and prevent the smuggling and unlawful entry of aliens into the United States, and to apprehend persons guilty of such violations. During World War II, immigration patrol inspectors were given the additional duty of organizing and operating the civilian internment camps maintained by the Immigration and Naturalization Service for the detention and internment of alien enemies who were arrested pursuant to the Alien Enemy Act of 1798, as amended. This force also cooperates with other law-enforcement agencies.

Origin

As organized at present, the Immigration Border Patrol was established in June 1924. In the appropriations act approved May 28, 1924, Congress authorized a land border patrol under what was then known as the Bureau of Immigration in the Department of Labor. Prompted by the unrestricted alien smuggling going on by water into Florida and the Gulf States, Congress extended the scope of the new organization's activities in the appropriations act of the following year, authorizing the expenditure of funds for both a land border and coast patrol.

A serious need for an immigration patrol force had existed for a number

of years before the present organization was established. As far back as 1904, mounted inspectors patrolled the Mexican border in an effort to check the smuggling of orientals into the United States. This force of officers, later known as mounted watchmen and eventually as mounted guards, never numbered over 75 men. Successive restrictive immigration laws increased the illicit traffic of aliens across the borders, and by 1924 it became imperative that a strong, well-equipped, and well-trained border patrol force be established. As a result of the President's regrouping of Government agencies the Border Patrol, along with the rest of the Immigration and Naturalization Service, was transferred to the Department of Justice in June 1940.

Authority

Immigration patrol inspectors derive their principal authority from the act of Congress approved February 27, 1925, as amended August 7, 1946. This act empowers any employee of the Immigration and Naturalization Service properly authorized to do so under regulations prescribed by the Commissioner, with the approval of the Attorney General, to arrest without warrant any alien who, in his presence or view, is entering or attempting to enter the United States in violation of any law regulating the immigration of aliens or who is in the United States in violation of any such law and is likely to escape before a warrant can be obtained. It also empowers such an employee to board and search for aliens, without warrant, any vessel within the territorial waters of the United States, or any railway car, aircraft, or conveyance within a reasonable distance from any external boundary of the United States; to make arrests, without warrant, for felonies cognizable under any law of the United States regulating the admission, exclusion, or expulsion of aliens, if the arresting officer has reason to believe that the arrested person is guilty of such felony and is likely to escape before a warrant for his arrest may be obtained; and to execute any warrant or other process issued by any officer under any such law.

All immigration patrol inspectors are also designated as immigrant inspectors (without additional compensation). This empowers them, when necessity arises, to conduct inspection work at regular ports of entry, and to perform other duties customarily performed by immigrant inspectors. An important authority derived through such designation is the power to administer oaths, and to take and consider evidence relating to the right of any alien to enter, reenter, pass through, or reside in the United States. Patrol inspectors are also authorized to administer oaths and to take depositions in matters relating to the administration of the naturalization and citizenship laws.

Organization

The Border Patrol is spread over 10 major patrol districts—6 on the Canadian border, 3 on the Mexican border, and 1 covering the southeastern section of the country, including the Florida and Gulf coasts. Altogether, more than 8,000 miles of coast and land boundary are patrolled. Each of the 10 districts is under the general supervision of a district director of immigration and naturalization, and under the direct supervision of a chief of alien control if the area of the district, the physical characteristics, and the patrol problems warrant. The districts are divided into 20 sectors, each sector operating under the direction of a chief patrol inspector. There are from 2 to 16 patrol units in each sector. In charge of the larger units are patrol inspectors in charge and of the smaller units, senior patrol inspectors.

Nature of Duties

The following summarizes briefly the principal methods used by the Border Patrol in preventing the smuggling and the illegal entry of aliens into the United States, and in apprehending those who have succeeded in so entering.

1. Watching, by day and night, points on the border known to be used by smugglers and aliens who attempt to enter unlawfully. This is done from places of concealment; also from automobiles, airplanes, watercraft, by patrol on foot, or from radio-equipped observation towers.

2. "Sign cutting," i. e., searching for tracks of illegal crossers of the boundary, and tracking them down. This work is performed on horseback, afoot, in airplanes, in automobiles, or in jeeps, depending on the nature of the terrain. Patrol officers occasionally are obliged to follow the tracks of a group of aliens for several days before overtaking them.

3. Inspecting highway and railroad traffic on routes of egress from border areas, in search of smugglers and illegal entrants; interrogating persons on such routes suspected of having entered unlawfully. In looking for alien stowaways, patrol inspectors search vehicles, railroad trains, airplanes, and watercraft entering the United States at points other than those covered by immigrant inspectors.

The duties of a patrol inspector also include conducting investigations and gathering evidence for use in deportation proceedings and in the prosecution of criminal cases. He may be directed to conduct many other types of investigations involving Service activities.

As a matter of general routine, patrol inspectors perform duty 8 hours daily, with 2 days off weekly. However, the nature of the work makes it impossible to maintain strictly routine patrols and in the majority of districts the hours of duty are extremely irregular. Emergencies constantly arise which keep patrol officers on duty for extended periods of time. Since the force is small for the task it has to perform, it is kept in as highly mobile a state as possible. Patrol officers are subject to call 24 hours a day and, to meet emergencies or unusual conditions in other parts of their districts or in other districts, are sometimes detailed away from their official stations for weeks at a time. Changing conditions in the various districts often require the transfer of personnel from one district to another. Persons accepting appointments on the border patrol force do so with the understanding that they may be transferred to any part of the United States at any time.

Strength and Equipment

The authorized personnel of the border patrol field force consists of about 1,400 employees which includes patrol inspectors, senior patrol inspectors, patrol inspectors in charge, airplane pilots, assistant chief patrol inspectors, chief patrol inspectors, a director and instructors of the Border Patrol Training School, radio engineering aides, automobile mechanics, radio operators, clerks, security officers, a chief of the identification section, fingerprint analysts, laborers, and janitors.

Transportation facilities consist of automobiles, jeeps, trucks, station wagons, carry-alls, buses, prison vans, airplanes, patrol boats outboard motor craft of various types air boats, row boats, and saddle horses.

Most of the patrol cars are equipped with radio receivers. The airplanes and many of the patrol cars are equipped with two-way radio. Observation towers have been erected at strategic points along the Mexican border, each equipped with two-way radio. In addition, the Border Patrol operates 45 fixed radio transmitters.

Radio equipment has not only increased the effectiveness of the Immigration Border Patrol in controlling illegal entries over the border, but it has promoted mutually advantageous cooperation and coordination between this organization and other law-enforcement agencies.

Accomplishments

During the 11 fiscal years, from July 1, 1936, to June 30, 1947, the Border Patrol apprehended 495,532 persons for violation of immigration and other

laws. Of this number 1,534 were smugglers of aliens, 476,330 were immigration law violators, and 17,665 were violators of other than immigration laws.

During this period patrol officers effected the seizure of 1,887 automobiles and trucks, 292 boats and other conveyances. The estimated value of these seizures, together with property seized as smuggled contraband, was \$965,226.79. During this 11-year-period patrol officers patrolled 99,880,641 miles, of which 94,727,261 were patrolled by automobile, 375,033 by railroad, 410,260 by horse, 380,942 by boat, 214,103 by aircraft and 3,773,052 on foot.

Total apprehensions for the fiscal year 1948 numbered 193,582. Smuggling by air has come into prominence. A large-scale smuggling ring operating from Cuba was broken up and 20 persons indicted.

The Border Patrol has carried a variety of responsibilities as circumstances required. During World War II, its activities included surveillance of Axis diplomatic groups in the custody of the United States Government, assistance in coastal antisubmarine patrol, operation of internment camps for enemy aliens, and guarding enemy aliens in transit. The Border Patrol also carried on its regular work during the War.

Cooperation

Border patrol officers not only cooperate with other law-enforcement agencies—Federal, State, and local—by assisting where practicable in the apprehension of criminals and fugitives from justice in general, but also endeavor to be of service to the general public. The work of patrol officers brings them in frequent contact with persons in distress. In rendering assistance when needed, patrol inspectors as good citizens and public servants have saved some lives and considerable property. In cooperation with the American Red Cross, all officers are given first-aid training; patrol units made up of inspectors who have passed the advanced first-aid course are designated by the Red Cross as mobile emergency first-aid units. One hundred percent of the force is qualified to give first aid.

Since the success of the Immigration Border Patrol is greatly dependent on the cooperation and assistance of the public, individual patrol officers strive diligently to cultivate the friendship of law-abiding residents in the area in which they operate. Such contacts constitute an important source of valuable information; thousands of citizens are at all times willing and do communicate their observations to border patrol officers.

SELECTION OF APPOINTEES

All positions in the Immigration Border Patrol are subject to civil service rules and regulations; all appointees are selected from lists of eligible candidates who have met the physical requirements and who have passed the open competitive written examination conducted by the United States Civil Service Commission. All other positions in the Border Patrol (clerks, mechanics, laborers, etc.) are filled from general registers maintained by the Civil Service Commission.

Applicants for the position of patrol inspector must have the following qualifications:

1. They must be citizens of or owe allegiance to the United States.
2. They must have reached their twenty-first birthday and those not entitled to veterans' preference must not have passed their thirty-fifth birthday. Those entitled to veterans' preference must not have passed their forty-fifth birthday.

Physical Ability

The duties of these positions require arduous physical exertion under rigorous and unusual environmental conditions. Persons appointed may be subjected to extreme physical danger and to irregular and protracted hours of work. They will serve in rotating assignments which may involve exposure to severe climatic conditions and extremes of temperature.

Incumbents will be required to perform patrol duties on foot, by motor vehicle, by airplane, or on horseback. They will receive physical training somewhat analogous to that given to Commando units of the armed forces.

Superior physical qualifications are required for these positions. Any structural or functional limitation or defect which tends to interfere with a high degree of physical activity will disqualify an applicant for appointment.

Medical Examinations and Oral Interviews

Competitors who qualify in the written test may be required to submit a medical certificate and to appear at their own expense for an oral interview. If the medical certificate discloses any disqualifying physical defects or the oral interview results in a finding that the applicants are lacking the essential personal qualities for the performance of the duties of the position, they will be declared ineligible for appointment.

A rigid physical examination will be made by a Federal medical officer before appointment. Persons who are offered appointment must pay their own expenses in reporting for duty. If, on reporting for assignment, they

are found ineligible because of physical defects, they cannot be appointed and no part of the expense incurred by them can be paid by the Government.

Character Investigation

Candidates who pass the written examination and qualify in the oral and physical examinations are then thoroughly investigated to determine their honesty, integrity, loyalty, and general character. This investigation embraces the applicant's entire personal history. If facts are developed which make his employment as a member of a Federal law-enforcement agency inadvisable, his name is eliminated from the register.

Applications

Examinations for the position of patrol inspector are held only when additional eligibles are needed. Announcements of the examinations are posted on bulletin boards in post offices and other Federal buildings, and are usually published in the press. Interested persons who believe they can meet the physical and other requirements of the position will be notified as soon as an examination is announced, if they will submit their names to the Commissioner of Immigration and Naturalization, United States Department of Justice, Washington, D. C.

TRAINING

New appointees are required to serve a probationary period of 1 year, partly in school and partly in the field. After entrance on duty, the appointee is sent to the Border Patrol Training School at El Paso, Tex., for from 1 to 3 months training where he receives instruction in the following subjects: immigration and citizenship laws, Service procedure and border patrol methods, elementary rules of evidence, criminal law and court procedure, investigations, preparation of reports, Spanish, use of firearms, fingerprinting, radio telegraphy, sign cutting, jiu jitsu and physical culture, first aid, and practical mechanics (care and use of equipment).

Appointees in the training school also attend lectures given by leaders of the Border Patrol and of other law-enforcement agencies. These lectures deal with a variety of subjects, some of which relate to a patrol inspector's conduct and obligations and the qualifications he must demonstrate for advancement in the Service.

Following the training school course, the appointee is assigned to a sector in the field to complete his probationary period. This second phase of his

training is devoted to work under the supervision of seasoned patrol officers for the purpose of developing him into an efficient and self-reliant officer, and ascertaining whether or not he is proper material for retention in the Service.

The appointee's field work includes training at ports of entry, actual investigations under the guidance of seasoned investigators, training in identification of persons and aircraft, maintenance and repair of equipment, radio communications, care and use of firearms, and other activities related to his duties.

Progress Requirements

To determine the extent the new appointee has profited by the rigorous course of training he receives, he is given written and oral examinations by examining boards twice during the probationary period and is rated as to conduct and capacity several times during such period. Inasmuch as a high standard of conduct and ethics is exacted from each appointee after entering the Service, discipline is necessarily strict and close scrutiny is made of the conduct and capacity of each new appointee.

The appointee also receives special examinations in Spanish if he is to be assigned to the southern border and is required to show a working knowledge of the language in order to qualify for permanent appointment in the Service.¹ Appointees who fail to pass the language examinations or to maintain passing grades in other subjects given during the probationary period or who demonstrate inability or unwillingness to live up to the required standards of discipline or conduct are separated from the Service.

Regular Training

The training of a patrol inspector does not end with his probationary period, but continues throughout his association with the Service since laws, procedures, tactics, and equipment are constantly changing. Classes are held periodically based on statutes regulations, and lectures on immigration and naturalization. Quizzes on laws and procedure, prepared by district supervisory officers are circulated throughout each district at regular intervals. In addition, patrol inspectors attend lectures and demonstrations by specialists in the various phases of the work, such as self-defense, radio, care and use of equipment, and methods of operation.

¹ It is estimated that 90 percent of a patrol inspector's contacts on the southern border are with Spanish-speaking persons. Obviously, the value of his service is limited if he does not have a working knowledge of the language.

A firearms training program is conducted for all officers under the direction of competent instructors. Officers are periodically required to report at the range and qualify in revolver marksmanship tests.

SALARY AND PROMOTION

Positions in the Immigration Border Patrol field service come under the following civil service classifications, which have been determined with the cooperation of the Civil Service Commission:

Title	Grade	Salary range per annum
Patrol inspector (trainee).....	CAF-6.....	\$3,351.00
Patrol inspector.....	CAF-7.....	3,727.20-\$4,479.60
Senior patrol inspector.....	CAF-7.....	3,727.20- 4,479.60
Patrol inspector in charge.....	CAF-8.....	4,103.40- 4,855.80
Assistant chief patrol inspector.....	CAF-9.....	4,479.60- 5,232.00
Chief patrol inspector, class 2.....	CAF-10.....	4,855.80- 5,608.20
Chief patrol inspector, class 1.....	CAF-11.....	5,232.00- 6,235.20

Patrol inspectors are appointed at \$3,351.00 per annum. After the satisfactory completion of their first year of service, they are advanced to the grade CAF-7.

Promotions in the Border Patrol are based strictly on merit. The qualifications of an aspirant for a supervisory position are determined by competitive examinations which are held periodically. Registers of eligible candidates are established on the basis of such examinations, and appointments are made from the registers in the order of the candidates' standing.

Border patrol officers are given the opportunity to establish their eligibility for appointment to a number of other positions in the Immigration and Naturalization Service. The training and experience an officer receives as a member of the Border Patrol gives him preferred status when selections are made for such positions.

PERSONNEL INFORMATION

Uniforms and Other Equipment

The Immigration Border Patrol is a uniformed organization, and patrol inspectors are required to provide themselves with official uniforms pre-

scribed by the Service. The cost of a complete uniform is approximately \$100 and may be purchased from any manufacturer, provided it conforms to the specifications.

Firearms, handcuffs, and other equipment are furnished by the Government.

Details and Transfers

Border patrol officers are not furnished subsistence or quarters. However, when an officer is detailed away from his official station on official business and is absent for more than 24 consecutive hours, he is allowed traveling expenses consisting of his transportation and a per diem allowance which ranges from \$1 to \$9 per day, depending upon the nature of the detail and the extra expense to which he is subjected.

Employees who are ordered transferred from one official station to another in the interest of the Government are allowed transfer expenses for themselves, transportation for their wives and dependent minor children, and the expenses incident to the shipment of their household effects up to 7,000 pounds net weight. Officers with no dependents are allowed up to 2,500 pounds net weight.

Leave

Employees of the Border Patrol are entitled to 26 work days of annual leave with pay each calendar year. Unused annual leave may be accumulated for succeeding years until it reaches a total not exceeding 60 days.

Sick Leave

In addition to annual leave, employees are entitled to sick leave with pay at the rate of 1¼ days per month, provided they are incapacitated for duty. Unused sick leave may accumulate until it reaches a total not exceeding 90 days at the end of any month.

Compensation for Injuries

Employees of the Immigration Border Patrol are beneficiaries of the Federal Employees' Compensation Act of September 7, 1916, as amended. This act provides certain benefits for disability or death resulting from personal injury suffered while in the performance of official duty. The benefits of the act include: Medical, surgical, and hospital service, necessary trans-

portation to secure them; compensation while disabled for work when loss of pay exceed 3 days; in case of death, burial expenses (including transportation if the employee dies while away from his home station) and annuities for dependents.

Retirement

Under an amendment of July 2, 1948, the Civil Service Retirement Act of May 29, 1930, provides that an officer or employee who has rendered at least 20 years' service in the investigation, apprehension, or detention of persons suspected or convicted of offenses against the United States, may, if at least 50 years of age, on his own application and upon the recommendation of the head of the Department of Justice, with the approval of the Civil Service Commission, be retired. The annuity of such officer or employee shall be equal to 2 per centum of his average basic salary for the 5 years next preceding the date of his retirement, multiplied by the number of years of service, not exceeding 30 years. Provision is also made in the basic retirement act for survivorship annuities to members of an officer's or employee's family, whether demise shall have occurred prior or subsequent to his retirement.

Patrol inspectors may voluntarily retire or may be involuntarily retired if they are found to be totally disabled for useful and efficient service as border patrol officers. The Retirement Act provides for the retirement of employees who become totally disabled, provided they have at least 5 years' service to their credit. This annuity is separate and apart from that explained hereinabove, unless the officer or employee meets the requirements of said provisions of law.

OFFICERS OF IMMIGRATION AND NATURALIZATION SERVICE WHO LOST LIVES IN PERFORMANCE OF OFFICIAL DUTY

Clarence M. Childress, mounted guard.
Near El Paso, Tex., April 16, 1919.
Charles L. Hopkins, mounted guard.
Near Laredo, Tex., May 8, 1919.
Alphonse G. Bernard, immigrant inspector.
Near Campo, Calif., July 11, 1920.
Charles Gardiner, mounted guard.
El Paso, Tex., October 22, 1922.
James McCabe, immigrant inspector.
Detroit, Mich., March 3, 1923.
James F. Mankin, patrol inspector.
Near Laredo, Tex., September 14, 1924.
Frank H. Clark, patrol inspector.
Near El Paso, Tex., December 13, 1924.
Joseph P. Riley, patrol inspector.
Near Eureka, Mont., on April 6, 1925.
Augustin de la Pena, patrol inspector.
At Rio Grande City, Tex., August 2, 1925.
Ross A. Gardiner, patrol inspector.
Near Elsinore, Calif., October 28, 1925.
William W. McKee, patrol inspector.
Near Tucson, Ariz., April 23, 1926.
Lon Parker, patrol inspector.
Near Wills Ranch, Huachuca Mountains, Ariz., July 25, 1926.
Thad Fippin, patrol inspector.
Near Pelea, N. Mex., April 21, 1927.
Franklin P. Wood, patrol inspector.
Near Wyandotte, Mich., December 15, 1927.
Norman G. Ross, patrol inspector.
Near Kane Springs, Calif., February 10, 1928.
Robert B. Lobdell, patrol inspector.
Near Roseau, Minn., December 25, 1928.
Earl A. Roberts, patrol inspector.
Near Algonac, Mich., March 24, 1929.
Benjamin T. Hill, patrol inspector.
El Paso, Tex., May 30, 1929.

Ivan E. Scotten, patrol inspector.
Near San Elizario, Tex., July 20, 1929.
Miles J. Scannel, sr., patrol inspector.
Near Polvo, Tex., September 9, 1929.
William D. McCalib, patrol inspector.
Alice, Tex., January 7, 1930.
Harry E. Vincent, patrol inspector.
Near Oceanside, Calif., March 25, 1930.
Robert W. Kelsay, sr., patrol inspector.
Laredo, Tex., June 25, 1930.
Laurence E. Doten, immigrant inspector.
Emo, Ontario, August 24, 1930.
Lawrence C. Jones, immigrant inspector.
Emo, Ontario, August 24, 1930.
Frank Vidmar, patrol inspector.
Niagara Falls, N. Y., March 24, 1932.
Charles F. Inch, patrol inspector.
Detroit, Mich., June 26, 1932.
Philip D. Strobridge, patrol inspector.
Fallbrook, Calif., March 7, 1933.
Doyle C. Melton, patrol inspector.
El Paso, Tex., December 7, 1933.
Bert G. Walthall, patrol inspector.
El Paso, Tex., December 27, 1933.
Charles M. Flachs, immigrant inspector.
Blaine, Wash., May 28, 1936.
Roy M. Porter, immigrant inspector.
Everett, Wash., December 28, 1939.
William L. Sills, patrol inspector.
Near McAllen, Tex., January 17, 1940.
George E. Pringle, patrol inspector.
Near Parker, Ariz., December 28, 1940.
Robert J. Heibler, patrol inspector.
Uvalde, Tex., September 7, 1941.
Ralph W. Ramsey, patrol inspector.
Columbus, N. Mex., February 26, 1942.
Earl F. Fleckiger, patrol inspector.
Calexico, Calif., January 1, 1945.
Ned D. Henderson, autogyro pilot.
Near Sullivan City, Tex., November 18, 1945.

Marion J. Jones, immigrant inspector.

Laredo, Tex., November 1, 1946.

Anthony L. Oneto, patrol inspector.

Near Indio, Calif., March 11, 1947.

Frank E. Chaffin, security officer.

Near Coalinga, Calif., January 28, 1948.

Georg D. Joyce, security officer.

Honolulu, T. H., January 24, 1949.

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